

# Africa

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## SPECIAL REPORT

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Fishing Boats on Lake Victoria

# African Studies Association Meets

By LYMAN DRAKE

An important milestone in the growth of African studies in the United States was passed September 8-10 when the African Studies Association held its first annual meeting. Appropriately, the site was Northwestern University in Evanston, Illinois, home of America's first major African Studies program. Over 150 scholars and specialists from across the country, including such far-flung points as Boston and Honolulu, gathered for three days of lectures and discussions on a wide range of African topics. It was without doubt the largest meeting of African specialists ever held on this side of the Atlantic.

One of the highlights of the meeting was the presentation of a report on the present state of African Studies in the United States by a committee consisting of President Cornelis W. de Kiewiet of the University of Rochester, Chairman; Prof. L. Gray Cowan of Columbia University; Prof. Lloyd A. Fallers of the University of California at

Berkeley; and Prof. Carl G. Rosberg of Boston University.

In addition to giving a careful assessment of the probable future needs for African specialists both in the academic world and in government, the report indicated those fields in which the most pressing need for further research existed.

The committee's principal recommendations were for continued efforts to train greater numbers of African specialists, especially in the fields of history, sociology, and economics, and the establishment of at least one national center of African studies. The center would concentrate on teaching and research in the social sciences, with special emphasis on an interdisciplinary approach to contemporary problems. In the words of the committee, it should "attempt to provide a point of coherence for American scholarship and a useful means of communication on the international and national level."

The meeting was also the occasion for the election of officers and Directors of the Association. The President for the coming year is Prof. Gwendolen Carter of Smith College. The new Vice-President is Prof. William O. Brown of Boston University. Prof. L. Gray Cowan continues as Secretary-Treasurer. Elected to the Board of Directors were: the retiring President, Prof. Melville J. Herskovits of Northwestern University, Father John Considine of Maryknoll Seminary, Prof. Leonard Doob of Yale University, Prof. E. Franklin Frazier of Howard University, Prof. Walter Goldschmidt of the University of California at Los Angeles, Prof. William A. Hance of Columbia University, and Prof. Vernon McKay of the School of Advanced International Studies of the Johns Hopkins University.

At a dinner meeting the retiring President addressed the Association on the subject of American research objectives in Africa. Prof. Herskovits complimented the Fellows on the initial success of their organization and outlined some of the areas which invite further exploration by American scholars.

The following evening two visitors from Africa spoke to the group. These were Mr. M. Duwona, Registrar of the University College of Ghana and Mr. Amadou-Mahtar M'Bow, Minister of Education and Culture, Senegal. They

welcomed the establishment of the ASA and expressed the general desire of academic circles in Africa to learn more about the activities of American Africanists.

The program of the meeting also included a symposium on "methodological frontiers", the presentation of a number of individual research papers, and informal discussions by groups sharing common interests in a particular discipline.

With this highly successful first meeting—a success due in large part to the work of Prof. St. Clair Drake's (Roosevelt University) preparatory committee—the annual ASA gathering is bound to become a major event among Africanists. But the meeting is by no means the only activity of the ASA. Since its inception in March, 1957, the Association's Library, Research, and Finance Committees have been hard at work on various projects. Last April marked the first appearance of the *African Studies Bulletin* which will serve as a regular channel of communication for Association news. Eventually a scholarly review of African Studies may be published. An immediate undertaking is the compilation of a directory of African specialists and their current research projects. This will be at the service of government and private agencies in need of a person with particular qualifications and experience. The Libraries Committee has prepared an imposing list of possible steps to improve the library resources available to African scholars. Finally, the Research Committee is actively considering ways of stimulating further research in important but hitherto neglected areas.

Thus, in the first year and a half of its existence the ASA has taken significant strides in pursuit of two of its major objectives, namely:

- "To facilitate communication among scholars interested in Africa; and
- "To stimulate and facilitate research on Africa in ways appropriate to a scholarly organization."

During this period the membership has grown from 48 to the present level of 178. Although admission as a Fellow is restricted to those who meet certain academic qualifications, an Associate Membership is open to anyone with a serious interest in Africa.

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Cover photo by Kenya Information Office



General Charles de Gaulle addresses huge audience at Place Protet. The general African public stand behind a row of "Independence" banners, blocked off by barbed wire barricades. Photos taken for Africa Special Report by R. C. Keith

**FRANCE AND AFRICA: WHAT NEXT?**-- As September ebbs slowly toward the historic constitutional referendum set for the 28th, it is still far from certain how many of France's African territories will vote to accept the terms for a new "communaute franco-africaine" which General de Gaulle set forth in his whirlwind tour earlier this month.

From Dakar, Africa Special Report's editor, Robert C. Keith, reports that a number of conciliatory statements were issued by African leaders following the Premier's cool public reception there. Although the crowds along the entire route from the airport into the heart of the city chanted militantly for "In-de-pend-ance!" there has been some serious thinking in response to the Premier's terse reminder of the economic implications of a "no" vote.

Editor Keith reports a considerable reluctance in the Senegalese capital to strike out alone, lose the French subsidy for the peanut crop, and risk precipitating a "balkanization" of the French West African territories.

Meanwhile, in Paris on September 4, Premier de Gaulle outlined in his Place de la Republique address the final version of the community he envisages with the overseas territories:

"A community formed between the French nation and those of the Overseas Territories that so desire, within which each Territory will become a State that governs itself, while foreign policy, defense, the currency, economic and financial policies, use of raw materials, the control of justice, higher education, and long distance communications will constitute a common domain over which the organs of the community -- the President, Executive Council, Senate, and Court of Arbitration -- will have jurisdiction. Thus, this vast organization will renovate the human complex grouped around France. This will be effected by virtue of the free determination of all. In fact, every Territory



General de Gaulle is cordially greeted at airport, but is verbally bombarded along the entire route into town by shouts of "In-de-pend-ance! In-de-pend-ance!"

will have an opportunity, through its vote in the referendum, either to accept France's proposal or to refuse it, and, by so doing, to break every tie with her. Once a member of the Community, it can in the future, after coming to an agreement with the common organs, assume its own destiny independently of the others."

**NIGERIA GIRDS FOR LONDON CONFERENCE**-- Eighty Nigerian political leaders and civil servants will convene in London on September 29 for the opening session of the long-awaited conference on constitutional reforms leading to independence. Britain's Colonial Secretary, Alan Lennox-Boyd, will preside.

Principals for Nigeria will be the Federal Prime Minister, Alhaji Abubakar Tafawa Balewa, and the four regional Premiers -- Dr. Nnamdi Azikiwe for Eastern Nigeria, the Sardauna of Sokoto for the North, Chief Obafemi Awolowo for the Western Region, and Dr. E.M.L. Endeley, Premier of the Southern Cameroons.

In an important pre-conference foreign policy statement, one of the country's three major political parties -- the Action Group -- came out firmly in favor of independent Nigeria aligning itself with Britain and the Western democracies. This policy, which the Action Group describes as "original and realistic," takes issue with the stance "now popular among independent states" of "non-alignment" in foreign affairs, while nursing the "secret hope that an independent country will get the best of both worlds."

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The way of wisdom, the Action Group statement avers, lies in alignment with the powers that believe in political democracy, freedom, and liberty for the individual. So long as Britain respects the sovereignty of an independent Nigeria, Nigeria's policy should be that of close friendship. But Nigeria will not be a satellite of Britain, for it will "examine the facts of any international situation before coming to conclusions."

In a direct criticism of President Nasser of the United Arab Republic, the Action Group urged that "the leadership of peoples of African descent" must come from Tropical Africa, which has "no community of interests" with the Arab world.

**TREASON TRIAL ADJOURNS AGAIN**--The defense gained a qualified victory in the treason trial of 91 persons in South Africa on August 27, when the presiding justices quashed one of the two alternative charges under the Suppression of Communism Act and ordered the crown to supply further details under the main charge of high treason and the remaining alternative charge.

The hearing was then adjourned until September 29: the crown was instructed to supply further particulars to the court by September 15, after which the defense was granted two weeks to study any new data.

The principal defense counsel, I.A. Maiseis, told the court that it would have taken a minimum of two years to complete the proceedings on the indictment as it was originally constituted.

**VERWOERD MEETS THE PRESS**-- Dr. Hendrik F. Verwoerd, newly-confirmed Prime Minister of South Africa, reversed his long-established policy of rejecting meetings with foreign newspaper representatives, and invited the press corps to be his first official guests in Cape Town on September 6.

In outlining the policies of his government, Prime Minister Verwoerd made the following points:

- His government is dedicated to making South Africa a republic, and the issue of Commonwealth membership "will be decided at the time the republic is introduced and in light of world conditions."
- One important preparatory step in the republican campaign is the forthcoming enfranchisement of white 18 year olds, who are expected by the government to support its political objectives.
- Current racial policies of South Africa are not aimed at oppressing or suppressing the country's 11,000,000 non-whites, but "to bring about racial separation with mutual benefits."
- Although his government wants to develop non-white areas and gradually increase non-white authority within them on a regional basis, Dr. Verwoerd

is emphatically opposed to non-whites ever sitting in the central government.

**SIERRA LEONE PASSES A LANDMARK**-- Sierra Leone, which seldom makes the headlines but has nonetheless been taking steady strides toward full self-government for the past decade, passed another landmark in recent weeks.

Dr. M.A.S. Margai, a former government doctor who came out of retirement to lead the Sierra Leone People's Party to victory in the country's first national election in 1951, has been appointed first Prime Minister under the new constitution, which came into effect August 14.

In an affectionate profile of Prime Minister Margai, the magazine *West Africa* comments: "The doctor was, and still is, a gradualist. It is interesting to speculate whether a theoretician or a revolutionary would not have brought Sierra Leone to the verge of independence more slowly -- for it is very difficult for the British Government to say 'no' to anybody so cautious as the doctor... Few politicians in the world have been more respected at the end of seven years' power than at the beginning: Dr. Margai is in that position, and so long as he is there, Sierra Leone politics will follow his rules, however unexpected these may be."

**"WHO" STUDIES AFRICAN MEDICAL FACILITIES**-- Statistics brought together by the World Health Organization recently point up graphically the medical needs of Africa. According to the survey, Kenya has one physician for every 9,924 persons; Madagascar 8,926; French Cameroons 20,166; Tanganyika 20,203; Belgian Congo 20,379; Uganda 21,022; French Equatorial Africa 23,028; French West Africa 29,197; Liberia 29,761; and Nigeria 55,057.

This compares with one physician for every 729 persons in the U.S.; 1,090 in France; and 1,855 in the U.K. --Helen Kitchen

#### **STEERE JOINS STAFF OF AFRICAN-AMERICAN INSTITUTE**

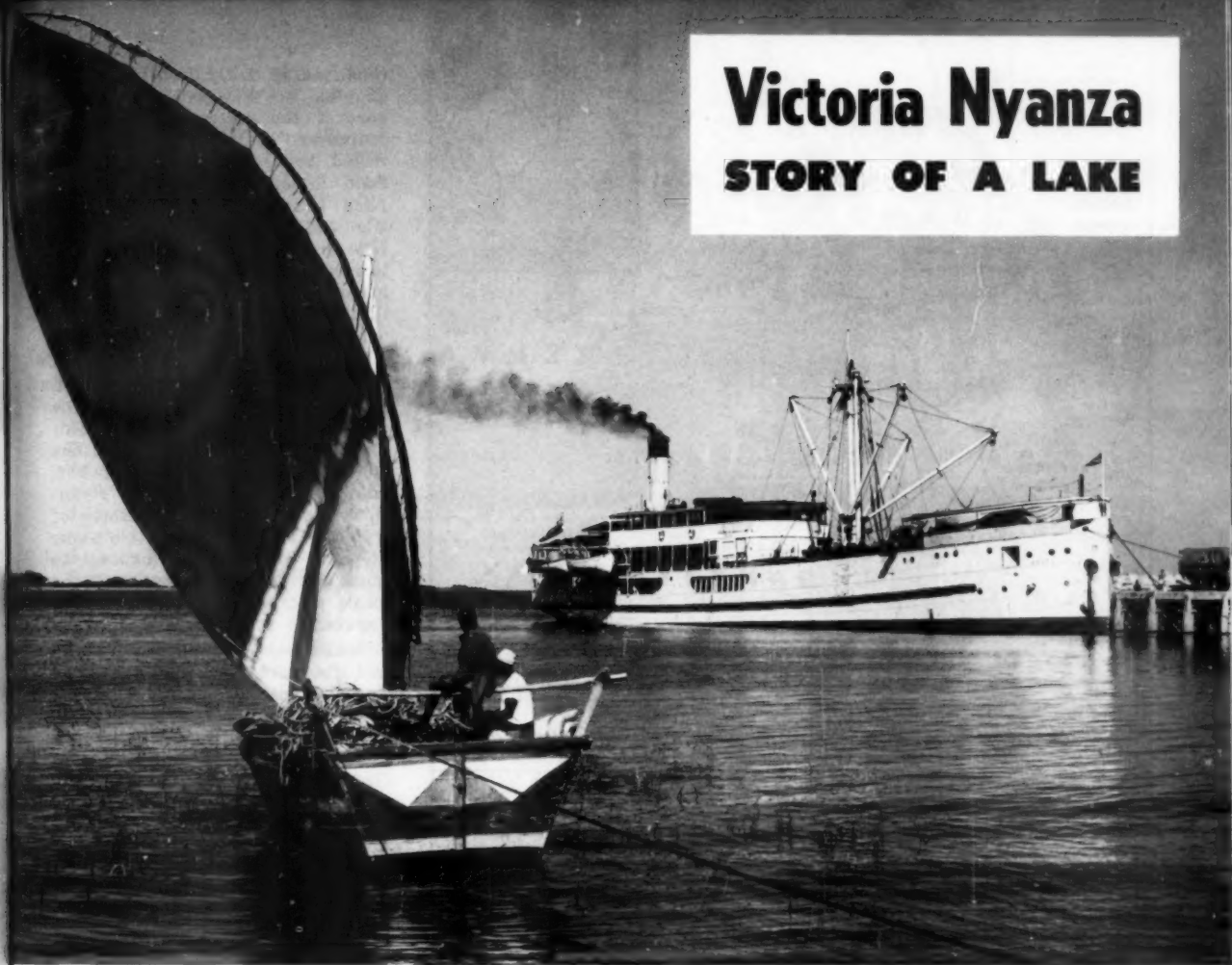
LOYD V. STEERE has been appointed executive vice president of the African - American Institute. His headquarters will be at the Institute's New York office, 345 East 46 Street. Mr. Steere, recently retired U.S. Minister - Consul General in the Federation of Rhodesia and Nyasaland, was in the United States foreign service for 35 years.

The Institute's new officer was born in Cadiz, Ohio, in 1898. He received a A.B. degree from Pomona College and a M.B.A. from Harvard University. He entered foreign service in 1923 and served 16 years in foreign service with the U.S. Department of Agriculture and 19 years with the Department of State. During his career, Mr. Steere was assigned to posts in India, Nepal, Poland, Germany, Holland, the United Kingdom, and France as well as in the Federation of Rhodesia and Nyasaland, where he served with personal rank of Minister.

Mr. Steere is married to the former Anna Walker Wilson, the wartime WAC staff director in the European Theater of Operations.--S.A.B.

# Victoria Nyanza

## STORY OF A LAKE



African craft ties up near lake steamer at Musoma, Tanganyika

By ALASTAIR MATHESON

ONE HUNDRED years ago, the real "Darkest Africa" centered around the legendary shores of the great lake that is known today as Victoria Nyanza. The region was surrounded by myths dating back to the ancient Egyptians and Greeks, but remained unknown to the western world until John Henning Speke discovered and named Victoria in 1858, in his quest for the source of the Nile.

The ancients knew of mysterious mountains covered in "white powder"—Pliny's Mountains of the Moon, the Ruwenzori range of today—which were believed to give birth to the mighty Nile. A century ago, cartographers had little more information with which to complete the blank spaces on the map of Africa.

Today the immense lake east of the Ruwenzoris, second only to Lake Superior in area, is an indis-

pensable part of the economy of East Africa—and beyond into the eastern Congo. It has emerged from mists of uncertainty to become the main highway for trade in this rich cotton and coffee-producing region. Near its shores are valuable concentrations of copper and the richest diamond mine in the world. At the northern end, Victoria spills out through a rocky channel to form the headwaters of the Nile, dammed in recent years to provide electrical power for important industrial development. On the lake itself, a network of steamship routes carries an ever growing volume of goods and passengers and links up with nearby railroads, servicing a growing part of East Africa.

ALASTAIR MATHESON is a free-lance writer and staff member of the Department of Information, Kenya. Photo credits: East Africa Railways & Harbours.

The new forms of wealth are rapidly changing the ways of the people who live by the shores of Victoria Nyanza, although before this new chapter unfolded, their mode of existence had remained unchanged for centuries, save for the impact of disease, tribal warfare and slavery.

In the 1870's, according to available reports, East Coast Arab slavers, helped by the more unscrupulous native chiefs who found a ready market for their enemies—even their relatives—were bringing to the island of Zanzibar some 25,000 captive Africans a year, of whom some 18,000 were shipped to Arabia and the Persian Gulf.

The effects of this trade upon the interior of East Africa—the country to the south of Lake Victoria—was disastrous. When he penetrated inland, explorer Speke was shocked at what he saw and from

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Adapted from map by Henry Hillier, F.A.G.S., Bayside, N. Y.

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 the shores of Lake Tanganyika he wrote:

Slavery has only to be suppressed entirely and the country would soon yield one hundredfold more than it has ever done before—in consequence of the slave hunts the country is kept in such a state of commotion that no one thinks it is worth while to make accumulations of property, and consequently the negroes now live only for the day, and keep no granaries, never thinking of exerting themselves to better their condition.

Among the first Europeans to penetrate inland from the East African Coast were three German missionary explorers, Krapf, Rebmann, and Erhardt, acting on behalf of the English Church Missionary Society. Their wanderings took them beyond Kilimanjaro and Mt. Kenya and, from their respective journeys, they pieced together a map which indicated that one vast lake existed in the center of Africa, feeding the main river systems of the Nile and Congo.

Using this map, Speke and his erstwhile companion, Lt. Richard Burton, set out from Zanzibar in 1857, following the well-worn slave

road leading to Ujiji on Lake Tanganyika. Speke was determined to uncover the secret of the Nile's source and his travels were all directed to this ultimate purpose. Soon he and Burton found that Lake Tanganyika was a separate lake and that it did not feed the Nile at all, as they had formerly believed. But Speke was a man of great patience. When Burton fell ill at Tabora, Speke pushed northward, acting on the slenderest of clues from Arab traders that there was another vast lake to the north.

At last he gazed out over the vast expanse of water from a point near Mwanza and, in honor of the Queen, named the lake after her, adding to it the native name "Nyanza" which means "great stretch of water." (It was, in fact, this name "Nyanza" which had caused so much confusion in the past, as the locals referred to every lake as a "nyanza".)

Speke was certain then that he had discovered the main source of the Nile, but it was to take him six more long years to prove his theory by a second expedition with his naturalist friend, Captain James Grant. That expedition and the diary which Speke kept gives us a vivid picture of life around the shores of Lake Victoria a century ago. Taking up where he left off at Mwanza, Speke journeyed up the western shores through the country of Karagwe, ruled by the powerful Bahima king, Rumanika. Eventually Speke crossed the Kagera River into the fabulous kingdom of Buganda, part of the present Uganda, from where he later could see his goal—the lusty, infant Nile flowing northward on its long journey to the Mediterranean.

Speke spent six months at the court of King Mutesa I, Kabaka of Buganda, awaiting permission to proceed northward down the Nile valley. He found Mutesa, a young man of 25 years, so capricious and brutal that none of his subjects had any guarantee they would be alive 24 hours later.

The king maintained a veritable navy of ships on Lake Victoria, used mainly for transporting his armies when they went to battle against his neighbors. On one occasion, Speke was invited to accompany the king and his fawning courtiers for a voyage. They sailed down the creek which Speke named Murchison Bay and which now links Port Bell (Kampala's port) with Entebbe and the open waters of the lake. He records that the king frequently lent a hand with the pad-



dling, for these boats were simply outsize canoes with scores of paddlers.

Eventually Speke was able to move onward with his friend Grant and on July 21, 1862, they stood on the brink of the River Nile where the infant waterway issued from the lake:

Most beautiful was the scene, nothing could surpass it . . . with a magnificent stream from 600-700 yards wide, dotted with islets and rocks, the former occupied by fishermen's huts, the latter by sterns and crocodiles basking in the sun—flowing between fine, high grassy banks with rich trees and plantains in the background where herds of the *nsunna* and hartebeest could be seen grazing, while the hippopotamus were snorting in the water.

(It remained for Winston Churchill, gazing at the same sight a number of years later, to speculate, in anticipation of the present Owen Falls dam, "What fun to make the immemorial Nile begin its journey by diving through a turbine!")

Speke's return to civilization brought the information required to complete the map of Africa. It remained only for the equally epic journeys of Stanley to fill in the details and locate, once and for all, the mysterious mountains which had been featured on the maps of Ptolemy.

Stanley found King Mutesa a changed man, so much so that he frequently asked himself if he were merely being duped. As he witnessed life in the Baganda Kingdom, the American explorer became convinced that Mutesa had matured. The Baganda people had become, he says, "as White Americans from Arkansas compared with semi-civilized Choctaws," when considered against the surrounding African tribes. Of the Baganda king, Stanley wrote,

This intelligent and distinguished prince, if aided in time by virtuous philanthropists, will do more for Central Africa than 50 years of Gospel teaching, unaided by such authority, can do.

Soon Stanley found the cause of the changed Mutesa: an Arab named Muley bin Sulim, who had almost converted this African potentate to Islam. Much as his Christian principles abhorred the idea of Muslim teachings, Stanley had to admit that the change was for



above: ROUGH RIDE IN KENYA: Theodore Roosevelt rides the rails on the Nairobi-Kisumu train during a hunting expedition in Africa half a century ago. right: JOHN HANNING SPEKE, discoverer of the Nile source.



the better. "False and contemptible though these doctrines are, they are preferable to the ruthless doctrines of a savage despot whom Speke and Grant left," recorded Stanley.

It was the beginning of a close friendship which lasted for years, with Stanley, whom the King always referred to as "Stamlee", wielding great influence and his Christian teachings gaining ground. Stanley even accompanied Mutesa for forays, and his account of a great naval battle on the lake between the Baganda and the Wavuma, with over 400 war canoes, muskets, howitzers and spears,

makes a fascinating story.

But we have caught sufficient glimpses of the early days to give a fair impression. What with the slavers in the south draining the countryside like a poultice, constant warfare between the tribes, and the high death-rate in Baganda to the north, life around the shores of Victoria Nyanza 100 years ago was hardly conducive to peaceful progress.

The circuitous route to the head of Lake Victoria and the potentially rich Baganda country did not encourage a free flow of trade. It was left to a young Scotsman, Jo-

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seph Thomson, to open up the direct route through dreaded Masai country from Mombasa. This he did in 1883, when he was only 24 years old.

Once the way was finally opened, the surveyors soon found a railroad alignment and the first plans for a line from the Coast were conceived, as early as 1884. The Imperial British East Africa Company, anxious to develop the territory of Uganda, realized that neither territorial development nor the suppression of the slave trade could be effected without constructing a network of roads, railways and steamer services. When the anticipated backing from the British Government for a line from the Coast was not forthcoming, the Company threatened to withdraw its interests from Uganda altogether, and ultimately the British Government took over the administration of East Africa.

One of the first surveys of the

government's new holdings revealed the need for a railway, and by the end of 1896 twenty-two miles of track had been laid from Mombasa inland. Three years later the line reached Nairobi, and by the end of 1901 the first train arrived at the shores of Lake Victoria. In this six-year period, a railway had been constructed by imported Indian labor through nearly 600 miles of difficult country impeded by wild game, a hostile population, and the irregularities of the terrain itself. The single-track line went through disease and lion-infested country, across the highlands of Kenya, skirting Masailand and down to the lake shores at what has now become Kisumu. Soon the railway was carrying its first traffic and the steamers were forming the final link on the route, plying between the Kisumu railhead and the ports of Uganda.

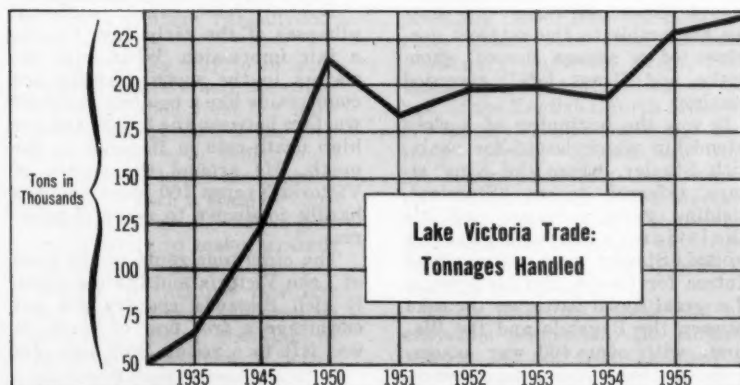
The railroad—two shining ribbons of steel snaking their way inland from the Coast at Mombasa to

open up the interior—was the main weapon which the Europeans brought with them to wipe out the scourge of slavery. It is not overstating the position to say that every modern development in this part of East Africa—including the creation of Kenya—dates from the railway line, which early critics in London's Houses of Parliament called the "lunatic line". Without this permanent line of communication no campaign to crush slavery in Africa's interior could have worked. The coming of the railway to the shores of Lake Victoria in 1901 spelled doom to the slave trade, causing a revolution in the way of life of millions who at last began to think of tomorrow with a reasonable certainty that it would come—and for them.

\* \* \*

VIEWED AGAINST the background of the diaries of Speke or Stanley, a voyage around the Victoria Nyanza today provides an eye-opener. Once Lake Victoria was a barrier dividing the three East African territories, for only a few fishermen, and the sailers of Baganda, ventured on its open waters. Today the great inland sea of Africa is a vital link in the economy of the East African hinterland, and its shores are proving rich and wealthy beyond the imagination of Speke in his most visionary mood. There are cash crops above ground and valuable minerals below, some in profusion. Take a look at the cargoes of the oil-burning steamers like the *Usoga* or the *Rusinga*, which circuit the lake once every week from their base at Kisumu. What do we find?

On the busy lakeside quays of





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LAKE VICTORIA, from the harbor at Musoma, Tanganyika

the ports in Tanganyika and Uganda are the cargoes just unloaded after their long journey by boat and train from the Coast and Europe. Today railway traffic between Lake Victoria and the Coast is handled by two lines, the northern route—both shorter and more efficient—to Kisumu, and the southern route through Tanganyika to Mwanza. Up the rail lines come aluminum sheets for building, steel girders for the same purpose, bicycles, shoes, sweets, cigarettes, beer and even motor-cycles—all destined for the Africans who live by the shores.

Crowding the inadequate deck accommodations are tribes of many varieties: Kenya Luo visiting kinsmen in Tanganyika, Buhaya returning to the homeland behind Bukoba from the factories of Jinja, stately Baganda matrons on their way from Kampala to Mesaka, with here and there maybe a Kipsigis or a Nandi wanderer, distinctive in beadwork finery.

At every port a new cargo of bustling humanity climbs aboard with their possessions—babies, beds, tables, fowls, banana bunches and sticks of sugar cane to chew. There is even the hunter with the hurricane lamp, prepared for the long safari ahead once he arrives at the next port.

For years and centuries those people who dreaded the slave dealers and their press gangs lived only for the day, never giving a thought to posterity which simply didn't exist for them.

Now their descendents are living for the next coffee picking season or the payout checks for the cotton crop. And when the time comes for

the "payout" just watch the rush! Millions of East African shillings (the Africans prefer their money in hard coinage) travel round the lake. A few weeks after the payout for cotton or coffee, back come the shillings, this time for the tax offices. And much goes into the spending spree which follows the crop money. The long-coveted luxuries like gramophones and bright shirts, hairclips and gay Zanzibar shawls for the women, all are snapped up from the local dukas (shops) and markets.

Ten years ago the Lake Province of Tanganyika, the area stretching around from Bukoba in the west through Mwanza at the southern base to Musoma on the east, was the "Cinderella" province. Even the German colonialists, far-sighted though they were, had written off this area as being too full of disease, lethargy and droughts, and instead they built their railroad inland from Dar-es-Salaam to the great trading stations of Tabora and Kigoma

(Ujiji) on Lake Tanganyika, ignoring the route north from Tabora to Mwanza and Lake Victoria. It was left to the British to build the connecting spur and today the line from Mwanza is laden with traffic in both directions.

This long-neglected lake corner of Tanganyika is now highly productive. In 1955, \$24 million came out through Mwanza in agricultural products, 37% of Tanganyika's total agricultural economy for the year. Much of this was in cotton, ten years ago a negligible crop.

Up the western shores toward the Karagwe of Speke's day the scene changes. Instead of white-tufted cotton plants, the rising land supports acre upon acre of brilliant green bushes, laden with bright red coffee berries. Here is another new cash crop bringing in wealth to a people who lived for centuries with no money economy.

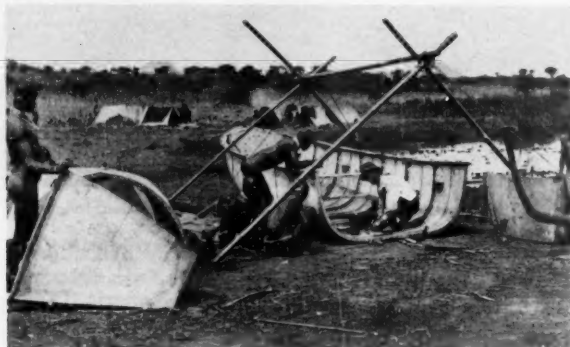
Near Uganda's lake shore, pine-  
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A STALL in the market at Mwanza, a Tanganyika lake port, awaits the "payout rush."





PORTERS reach Lake Victoria carrying sections of the SS "Kenya," first metal boat on the lake.



Left: Assembling the SS "Kenya."



1900

TODAY



The first metal craft to sail on Lake Victoria was the SS "Kenya", pictured above at its launching in 1900. The boat was carried to the lake shore in sections to be assembled, but Nandi looters who raided the caravan carried off parts of the boat and delayed construction by many months. Today lake steamers are a common sight on the lake. At left, Africans wait as one approaches the quayside at Bukoba. Coffee is stacked on the pier ready for loading and the long journey to the Coast via Kisumu and the railway.

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apple, bananas, sugar, coffee and tea grow in profusion and line the road from Entebbe to Jinja, home of the Owen Falls Dam. This growing center, destined to become the industrial hub of East Africa, owes its very existence to the age-old waterway which has its birth on Jinja's doorstep. The spot where the Nile begins its 3,000 mile journey to the Mediterranean is where the giant turbines hum their symphony of power. The dam, opened in 1954, will have a generat-

ing capacity of 150,000 kilowatts when it is finished in 1960 and, as a ready source of power, is expected to encourage new ventures to help diversify Uganda's cotton and coffee economy. Already a 250-mile long TREKLINE (Trans Equatorial Line) transports power from the dam to Kenya, as far as Nairobi. Where Speke saw only hippos wallowing in the shallows and herds of game grazing on the banks, the rising stack of ore smelters casts shadows over the waters.

For the Victoria watershed

abounds with minerals: copper, gold, silver, diamonds. Recent years have seen new wealth coming from beneath the soil in this area which has the biggest known mineral concentration in East Africa, much of it as yet unexploited. In Tanganyika at the Saragura Goldfield, a group of gold mines is being developed by the Geita Gold Mining Co., Ltd., which has already erected at Geita the largest mine mill in East Africa, with a capacity of 1,000 tons daily. At the eastern end of Lake Victoria, in Tanganyika, the Mus-

oma Goldfield yields gold and associated silver mined entirely from reef sources. The mineral deposits at Musoma include tungsten and molybdenum as well. Home Bay, a mountain-locked inlet in Kenya's Kavirondo Gulf, has already yielded promising signs that it contains some radio-active minerals. Geologists are now busy with their assays. Thanks to the presence of navigable water, many of these mines can be worked extremely economically.

Also in Tanganyika, just south of Mwanza, lies the largest diamond mine in the world, developed by a Canadian geologist, Dr. John Thornburn Williamson (who died in January 1958). Convinced that there were diamonds in Tanganyika, Williamson—after surveying the soil and ground contour—found them, about twenty years ago. Now his mine provides work for over 2,500 Africans and a number of Europeans and Asians. The deposit, fabulously rich, lies close to the surface and yields mostly gem stones. From a wide, shallow, open pit Africans scoop up the diamond-studded gravel, and the sifting and washing operation begins.

Wealth lies within Lake Victoria itself. Although hippopotamus and crocodiles prohibit swimming in the lake and the immediate shore areas are off-bounds for inhabitants in an effort to further isolate the tsetse fly-ridden islands, the waters themselves abound with fish. About 12,000 tons of the main catch, "Ngege" fish, are caught yearly. Fishing on the Lake is controlled by the Lake Victoria Fishery Service under the East African High Commission, and all fishermen, their boats and nets, must be registered with the Service. Only certain types of nets are allowed, as a control measure of the size of Ngege caught. Kisumu, Kenya, is the headquarters of the Fishery Service, and there are assistant officers in Mwanza and Entebbe as well as a Biological Research Station at Jinja engaged in fishery research.

To handle the great flow of traffic, railway development has had to keep apace. Not until 1931 was Uganda's commercial capital, Kampala, linked directly with the main line from the Coast. And it was 1956 before the railway's western extension—dreamed of for half a century—reached Kasere in the foothills of the Ruwenzori, an extension that connects the Coast with the Belgian Congo on the other side of Ruwenzori via Mombasa, Nairobi, and Kampala.

## Victoria Nyanza: A Few Facts

**T**HIS 26,828 square-mile fresh water lake lies 3,720 feet above sea level. For its area, it is remarkably shallow, in contrast to most of the Rift Valley lakes. The average depth of Victoria Nyanza is no more than 150 feet. There is only a small seasonal fluctuation in the lake level, due to the rainy seasons. This averages about three feet, but the rate of evaporation is colossal. Hydrologists reckon, too, that only a fraction of the water which spills out of the lake into the Nile near Jinja ever reaches the sea at Alexandria. Most of it is sucked up by the sun which grills the great sudd swamps of the Sudan between Malakal and Juba.

The great Gulf of Kavirondo which juts into the Kenya shore in the north-east corner is almost a lake within a lake, but it is only eight feet deep around Kisumu, the lake's chief port. Although this Gulf lies within the borders of Kenya, the lake proper is divided roughly equally between Uganda and Tanganyika, the boundary running latitudinally along the first degree south of the Equator.

Terrain of the land enclosing the lake varies markedly between Uganda and Tanganyika, and again in Kenya. The northern Uganda shores are for the most part heavily-wooded, undulating knolls, over-all a dark green color.

The Tanganyika shores are rugged, with outcrops of gray rocks everywhere, even sticking up out of the water as the Bismarck Rocks do at Mwanza. The Kenya shores are distinguished by their mountainous character, with inlets going in below high

3,000 foot hills, almost resembling Norwegian fjords.

Few rivers empty into the lake. Few, that is, of any size. Biggest is the Kagera, which demarcates the Tanganyika-Uganda border and is navigable for 90 miles.

In Kenya, the Nzoia drains the slopes of Mt. Elgon and part of the White Highlands. Its waters, as well as those of most other rivers entering the lake from Kenya, are the home of the tiny simulium neavei fly which causes river blindness (onchocerciasis).

The largest island group on the lake is the Sese Islands in the north-west corner, part of the province of Buganda. The islands support a considerable peasant population and were once the base for one of King Mutesa's fleets. A maze of islands, creeks and swamps is a feature of the northern shore and exists to a lesser extent in the south. Many lake islands were infested with sleeping sickness carried by the tsetse fly and so great was the human mortality among tribes like the Busoga around Jinja that whole islands had to be depopulated in order to break the life-cycle of the parasite. But now most of the islands have been resettled, freed from the one-time menace, although malaria is common around the lake.

Most widespread disease on the lake, more dangerous by far than the crocodiles which infest the beaches, is the disease called bilharzia. Though not fatal, it can debilitate its victim drastically and Africans in these parts are widely afflicted with the sickness.

—A. M.

The Railways Administration is busy with new projects for the lake—more and more warehouses to store the coffee, quicker handling facilities (rain can ruin coffee berries in a few minutes), more sidings, better rail gradients, stronger and more commodious piers and wharves, and above all, more and faster ships. These are all urgent requirements to keep up with the ever-growing traffic.

High above the placid waters of the lake daily fly the great airliners of the world, heading toward or taking off from Entebbe's new airport, one of Africa's largest.

In among the old-style fishing

boats, with the dhow-like sails a hangover from the Arab days, chug the trim white launches of the East African Fisheries Research Organization, their floating laboratories packed with the latest detection apparatus for tracking down the shoals of fish, the livelihood of thousands of Kenya fishermen.

And on shore, darting in and out of the tall papyrus reeds where the hippos and crocodiles lurk, are the age-old dugout canoes. Many of them are powered today by outboard motors. But the past lingers long in these parts, and survives alongside the present and the signs heralding the future.



# OIL EXPLORATION GAINS NEW IMPETUS IN AFRICA IN WAKE OF THE RECENT CRISIS IN MIDDLE EAST

The search for oil under Africa's crust has taken on new impetus during recent months, as the stepped-up pace of political change in the Arab Middle East raised new uncertainties about the conditions governing long-term Western access to the petroleum which lies east of Suez.

Europeans hope that somewhere in the vast continent oil reserves may be uncovered which are comparable to those of the Middle East, thus reducing the West's dependency on one major source.

Africans encourage the Europeans in their search, because they see oil as a key to their own future economic independence, and recognize that exploration is a very expensive prelude. But of the four significant fields so far uncovered—in the Sahara, Nigeria, French Equatorial Africa, and Portuguese Angola—none yet shows promise of equalling in richness those of the Middle East.

French capital, combined with some technical and financial support from U. S. oil companies, is making an all-out effort to develop the continent's most impressive find to date. This is in the Sahara, where reserves have been estimated at perhaps a billion tons of oil—not comparable to Middle East resources, but possibly equalling the mid-continent field in the United States. Nearly \$100 million was spent in 1957 in developing Saharan oil, and this figure is expected at least to

double before the project is in full swing. The great gamble here is in the realm not of technology, but of politics.

In Nigeria, the second most important African field so far discovered, economically useful quantities of oil have begun to flow this year after two decades of prospecting by the Shell and British Petroleum companies. Deliveries began on a large scale in February 1958, and are expected to reach 1,000 tons daily. Seven drills are operating, and prospecting is continuing in the Northern and Western Regions at a cost to the British companies of around \$30 million a year.

Although the first oil discovery in Africa south of the Sahara was made in Angola, results so far from the 12 producing wells in the territory have not measured up to Portuguese hopes. Total annual production is only about 100,000 tons. However, the U. S.-owned Cabinda Gulf Oil Company is cooperating with Portuguese interests in further exploration, particularly in the northern part of the country.

In the Gabon, French Equatorial Africa, oil production is expected to reach 400,000 tons this year, and the search for additional reserves is continuing full force. Indeed, in almost every country in Africa—from Libya in the north to South Africa at the tip—geologists are sounding for underground wealth. —H.K.

## Economic Notes

### MWADUI MINE WILL MAINTAIN PRESENT PRODUCTION--

De Beers Consolidated and the Tanganyika Government -- which jointly purchased what is reputed to be the world's richest diamond mine at Mwadui, Tanganyika in early August, following the death of the original owner, Sir John Williamson -- have announced that there is no intention to increase production. Last year's exports of diamonds from the Williamson Mine totalled £3,025,173. Mr. Harry Oppenheimer, Chairman of De Beers, told a London Times correspondent in Dar-es-Salaam that the purchase of the Williamson mine would give De Beers a base in Tanganyika from which new fields, not only for diamonds, could be explored. The Tanganyika Government accepted 280 shares in the company in lieu of taxes from the Williamson estate and purchased 320 additional shares; the remaining 600 shares are held by De Beers.

GHANA INVITES PRIVATE CAPITAL--Prime Minister Kwame Nkrumah has outlined his government's three-part policy for the industrialization of Ghana. In a recent address to the National Assembly he explained that Ghanaian industry would be divided into three categories:

- Those reserved entirely for the government: railways, electricity, broadcasting, atomic energy, armament manufacture, water works, telecommunications, and cocoa export.
- Those in which some government partici-

pation is compulsory, including the production of alcohol and narcotics.

• Those freely open to private enterprise, including all those not in the other two categories. (Government financial participation in these private enterprises was neither mandatory nor precluded.)

Only three rules were cited for private capital coming into Ghana -- to recognize trade unions; to train Ghanaians for superior posts, and to employ local citizens wherever feasible; and to develop the use of local raw materials. Private capital and technical knowledge would be welcome from any source.

### UN ECONOMIC COMMISSION CRITICIZED--

South Africa's Minister for External Affairs, Eric Louw, has expressed serious doubts about the newly-created United Nations Economic Commission for Africa, which he described as an attempt by the UN to "muscle in" on Africa. In a parliamentary cross-fire on the eve of his departure to head South Africa's delegation to the UN General Assembly in New York, Mr. Louw also expressed concern that countries such as Ghana would want to bring social questions under the purview of the new commission. In the same debate, opposition leader Sir De Villiers Graaf complained of "the ill-concealed antipathy" of Minister Louw and other government members toward the infusion of American capital into Africa. —H.K.

## FIRST AFRICAN ATLAS: "Better than no atlas at all"

*An Atlas of African History*, by J. D. Fage, Edward Arnold (Publishers) Ltd., 1958; 64 pages, 30 shillings.

By DANIEL F. McCALL

AN ATLAS of African History may come as a surprise to some people. In fact it will probably be safe to say that most people have not yet felt a need for one. But specialists and students of the new and expanding field of African history realize that an historical atlas is just as necessary for this area as for any other.

In the absence of any such atlas which had a continental scope, Professor Fage's work is important, and he is to be complimented on getting it published since atlases are expensive and a specialized one such as this is usually looked on as a financial risk. Perhaps because of this, costs have been pared down on every factor. All maps are in black and white; the size of the page is only that of any ordinary piece of typing paper, and the whole thing, including the index, is only sixty-four pages.

Much as we may regret such penuriousness we can understand it, but the apparent hurriedness in the Professor's time and thinking in the preparation of the volume are more difficult to accept. A first venture in a field is usually a pioneering effort, but that is not really true of this book. The compiler of the maps calls it, in his preface, "a work of synthesis". He has culled maps which pertained to North Africa from two atlases of Islam and some others from an historical atlas of the Union of South Africa. The region in between which needs the most pioneering spirit in order to cover it adequately is the skimpiest part of the volume. Only nine of the sixty-two maps are devoted to African states of this extensive area, and some of these have already appeared in his Introduction to the History of West Africa. D. Westermann in his *Geschichte Afrikas* mentions sixty-four instances of political development sufficient to be included in the stringent criteria indicated by his sub-title which may be translated as 'state-building south of the Sahara'. Fage's atlas has a considerably less extensive coverage.

Part of the difficulty is knowing where the boundaries were; this has sometimes been met by putting a circle around what was presumed to have been the center of the power; in other cases names have just been put on the map without any attempt to indicate boundaries. On map 30, a broken line, according to the key, indicates the "approximate limits of principal states" but Jukun, Borgu and the whole upper Niger area is left unenclosed in such lines presumably indicating that they are not as "principal" as Gurma or Adamawa.



AFRICA as known to Europeans in the mid-18th century. Based on D'Anville's map of 1749, before the era of modern European exploration.

—Map 33, *An Atlas of African History*, by J. D. Fage

Other maps which include the middle area are for the purpose of demonstrating the activities of Europeans there, and are familiar to those who have perused books on the 'partition of Africa'.

It is a service to draw together these maps into one handy volume, but the criticism which must be laid against the atlas is that little attempt has been made to adapt the material from its various sources to its present purpose. For example, Map 9, "The Empire of the Almoravids", does not even show the full African extent of the empire! The map is cut off well north of the Senegal, the region from which the empire began its expansion. This is amazing in an African atlas although it might be forgivable in an atlas of Islam which emphasized the Maghreb and Iberia. This is again true of Map 12 which shows the Moroccan adventure in the Sudan: the Niger bend is not included in the map which simply has an arrow pointing in its direction!

Another disadvantage of just drawing together maps designed for other purposes is that inter-African relationships are not indicated. Maps 7 to 12 show just North Africa in a series from the tenth century to the sixteenth century, and then maps 14

to 17 show just the Sudanic area with its various states from the eleventh to the eighteenth centuries; this is six centuries of history to the north of the Sahara and seven centuries to the south of it, mainly overlapping in period, and yet one would be unaware that there were any interrelationships. This deficiency is not made up by the two maps, number 4, "The Penetration of Islam into Africa", and number 13 showing the Sahara caravan routes; these are too generalized—they do indicate that the traffic along the different routes varied from period to period precisely in keeping with the rise and fall of the political fortunes on each side of the Sahara, and that the progress of Islam was generally correlated with these events. Here was a chance to show the relationships of African peoples and it had been lost.

A further consequence of a synthesizing job rather than a constructive one is that the coverage is incomplete and uneven. Seventeen of the maps pertain to the changing patterns of imperial rule; twelve to Islam; seven on what is usually called the "Expansion of Europe", and five on modern economic development. These are exactly the things most

(Continued on Next Page)

## FIRST AFRICAN ATLAS

(Continued from Preceding Page)

readily available. There can be no objection to the economic maps, but in such a small atlas with so many historical things left untouched it seems a pity to have used the space for them simply because they were easily obtainable. It would have been preferable to have used the pages for such things as the East Coast towns and trade prior to the Portuguese, and more migration maps.

Only one map shows migration routes (the southern Bantu) although some others show arrows indicating general lines of pressure. Why are the southern Bantu more important than the central Bantu, shown on map 21 without this information, or the Berbers or Fulani?

A certain amount of ethnographic, racial, linguistic and cultural information would seem to be indispensable to any conception of history in this continent and such data can also be shown in their spacial distribution, yet this is almost totally lacking. Map 2 which is called "The Present Day Distribution of Peoples in Africa" continues the old confusion of linguistic and racial classifications that has plagued scholars since Seligmann.

Many of the maps have so much data on a small space that they are difficult to read. Map 34, on exploration routes, of which there are thirty-nine, shows the expeditions prior to 1857 by dots; those between '57 and '74 by broken lines; and those after 1874 by continuous lines. Having worked out this breakdown, it is too bad that each period was not put on a single map that would have had greater clarity. The economic development maps, the map showing Christian mission stations, and the map with five routes of migration of the southern Bantu are also confused by being too full for a single map. This crowding makes it easier for errors to slip by. On map 12 the date of the battle of El Ksar el Kebir is given as 1579 when it actually occurred on August 4, 1578.

Despite all of its shortcomings, and recognizing that many of them are due to the necessity of economizing, it is encouraging to see an atlas of African history appear. In fairness to the present work, one must recognize that it was prepared for his students and he foresaw that, writing in the Foreword to his book: "It would be idle to expect that the solutions (to the problems of selection and presentation) chosen will commend themselves to those with specialized interests and tastes, but it is hoped that, as a whole, this *Atlas of African History* may be found better than no atlas at all."

DANIEL F. McCALL is Assistant Professor and Research Associate in the African Studies and Research Program at Boston University. He taught in Ghana in 1951 as a Social Science Research Council Fellow, and remained in Africa until 1954.

## OUT OF MEDIEVAL HISTORY:

# Gold Rush In Africa

*The Golden Trade of the Moors*, by E. W. Bovill, Oxford University Press, [London], 1958; 281 pages, \$7.00.

By WILLIAM LEO HANSBERRY

The *Golden Trade of the Moors* by E. W. Bovill is the revised edition of a distinctive and exceptionally useful book which was first published in 1933 under the title *Caravans of the Old Sahara*. Both the original and the revised editions are largely concerned with trade, and particularly—as the title of the second edition indicates—with the trade in gold, which was carried on during the Middle Ages by Moorish masters of the caravans of the old Sahara.

In each of the editions the author effectively summarizes a great mass of evidence indicating how closely the rich gold-bearing regions of the Western Sudan were linked up with the whole of North Africa by great trans-Saharan caravan routes, over which travelled northward, for thousands of years, immensely valuable cargoes of gold along with other products such as ivory, ebony, tanned leather, etc. These commodities from the distant south had a profound influence upon the economic life of not only the whole of North Africa and the Near East, but much of medieval and early modern Europe as well. As Bovill indicates in both editions, and as Roncière and other authors have pointed out at greater length in other comparable studies, it was, indeed, from the mines of the Western Sudan, and over the great caravan routes of the Sahara, that western Europe derived nearly all of its gold prior to the Age of Exploration inaugurated by Prince Henry the Navigator.

Bovill makes it clear, however, that the great trans-Saharan caravan routes were not, so to speak, 'one way streets' for it is pointed out that substantial quantities of European goods, especially textiles, and even larger quantities and varieties of North African products, along with millions of tons of rock salt from the Sahara, made their way southward over the ancient desert highways to the better watered and fabulously rich gold-bearing regions of the Western Sudan, where the commodities from the north found a ready market in such populous and prosperous west African cities as Walata, Jenne, Gao and the far-famed commercial metropolis of Timbuktu.

But the character, extent and in-



WILLIAM LEO HANSBERRY is professor of African history at Howard University. During 1953-54 he was a Fulbright research scholar in Egypt and travelled widely through Africa at that time.

fluence of the trans-Saharan commerce in the Middle Ages is only one of the two major themes with which the volume here under review is primarily concerned. For it is true that in this volume, as in its first edition, is to be found one of the most succinct yet inclusive surveys of the political history of the Western Sudan in earlier times that has, up to now, been published in any language. Bovill's efforts in this respect are based in the main upon that vast and incomparable, if little known, body of historical and geographical information which is preserved in the writings of certain Arab, Moorish and Sudanese authors who were more or less intimately acquainted with the parts of Africa about which they wrote. Special attention is directed by Bovill to:

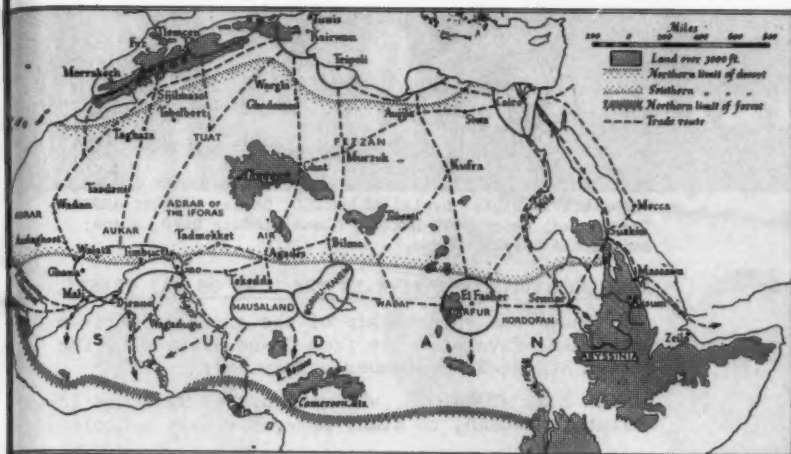
(1) the stirring story of the kingdom of Ghana as this is told in the illuminating pages of El Bekri's *Roads and Realms* (1067 A.D.) and El Idrisi's *Book of Roger* (1154 A.D.);

(2) the origin, development and decline of the great medieval empires of Mali and Songhay as these matters are recorded in Ibn Khaldun's *History of the Berbers etc.*, and in the celebrated *Tarikhs* by Mahmud Kati and Abderrahman es Sa'di;

(3) the modes of life and the methods of government in the medieval kingdoms and empires of the Western Sudan as these are described in the eyewitness accounts of the great Moslem travellers, Ibn Batuta and Leo Africanus.

The general nature of what these and other anciently eminent but now little remembered Moorish and Sudanese authors had to say about the history and civilizations of the Western Sudan in earlier times was first made conveniently available to the general public in the English speaking world, in a more or less detailed and comprehensive form through, first, the English translation of Felix Dubois' *Tombouctou la Mysterieuse*, which was published in 1897; and, second, Flora





**CARAVAN ROUTES of the old Sahara, from the 5th to the 18th century.**  
—Map 13, *An Atlas of African History*, by J. D. Fage

Shaw Lugard's *A Tropical Dependency*, which appeared in 1905. Each of these ably written and widely influential volumes — both now collectors' items — has long been out of print and until Bovill's *Caravans* appeared in 1933, no other work of comparable character and merit was published anywhere in the Western world, despite the great need for such a volume. *The Caravans* served, therefore, a most useful purpose but unfortunately it, too, was soon out of print and was not re-issued until it appeared in revised form and under its new title in 1958.

Although the *Golden Trade* makes readily available to the interested public more reliable information on the history of the Western Sudan in the Middle Ages than is to be found in any other recent publication in any language, the volume is not without some major and a number of minor faults. Bovill has been impressed by the influence of Islam on some of the more obvious aspects of life in parts of the Western Sudan in recent centuries. And, like Henry Barth and several of the other 19th century students of tropical Africa's past, he has grievously overestimated the part played by Islam and its Arab and Berber agents in the origin and development of the great kingdoms and empires and in the establishment of higher orders of civilization which flourished in the Western Sudan and its environs in earlier times. A hardly less grievous fault is the author's failure to take into adequate account the character and import of the vast amount of information bearing upon the early history of the Western Sudan, which recent archaeological and anthropological investigations in the region have brought to light. Had this been done, no doubt it would have been clear to

the author that the Sudan's civilization in its broader and deeper aspects was infinitely older than Islam itself, as the archaeologist Leo Frobenius and many others in recent years have pointed out. He would thereby have avoided, in all likelihood, the undue emphasis which he places upon medieval Africa's alleged debt to the Moslem world.

Of the volume's less serious limitations, it may be pointed out that the great Sundiata of Mali, according to El Omari, did not endeavor, as the author states, to convert the "pagan" gold-miners of Wangara to Islam, but rather protected them in their desire to adhere to their ancestral religion. Nor are there any grounds whatsoever for comparing the Sudanese physician living in France — and who numbered among his patients the Dauphin, later Charles V — with a "mountebank or a witch." Nor is it true, as the author states, that the aged and dethroned Songhay emperor, Askia the Great (1493-1528), was forced to live for years in "misery, degradation and despair" and die "plagued by frogs and mosquitoes" on an island in the Niger to which he had been banished by an ungrateful nephew. On the contrary, it is recorded in the *Tarikhs* that the great monarch, then about a hundred years old, was rescued from his place of exile by one of his many able sons, brought back to the capital city of the empire where he lived for the rest of his life surrounded by every available comfort and universally loved and honored by the inhabitants of the great empire which he had served so long and so well. But despite these and other minor and major faults, the *Golden Trade of the Moors* is at present the best of all available introductions to the history of the Western Sudan in earlier times.

## RECENT PUBLICATIONS

**HANDBOOK OF COMMERCE AND INDUSTRY IN NIGERIA**, 3rd edition, compiled by Department of Commerce and Industries (Lagos), 1958; 278 pages, map supplement, \$1.50. This completely revised guide to Nigerian economy is specially designed as a reference book for businessmen and investors. It may be obtained from Mr. A. J. E. Davis, Crown Agents' Representative, 1800 K St., N. W., Washington 6, D. C.

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THE EDITOR



RECIPIENTS OF AAI TRAVEL GRANTS MEET IN WASHINGTON OFFICE -- From left to right: Daniel ADJORLOLO, Ghana; Wilbert ANDREW, Tanganyika; Henry NOYE-NORTEY, Ghana; Ludwig RAFO, Ghana; and Gerald HAVERS, Ghana.

#### AFRICAN STUDENTS ARRIVE IN THE U.S. ON AAI GRANTS

Under the sponsorship of the African-American Institute, five students from Ghana arrived in the United States in September. They are:

DANIEL P.K. ADJORLOLO, who will attend Tuskegee Institute, Alabama, to study pre-veterinary medicine;

RESUMO ATTUQUAYEFIO, who will study economics at Lafayette College, Pennsylvania;

LUDWIG RAFO, who will attend Gallaudet College, Washington, for a course in teaching the deaf;

GERALD HAVERS, who will study electronics at Harvard University;

HENRY NOYE-NORTEY, who will study electrical engineering at Ohio Wesleyan University.

#### INSTITUTE TRAVEL GRANTS have been awarded to:

JOSEPH BARRAGE, of Kenya, who has received a scholarship to Ohio Wesleyan University;

FREDERICK NJENGA, Kenya, who has a scholarship to Northeast Missouri State Teachers College;

and also to the following students who have received scholarships from an anonymous donor:

WILBERT ANDREW, Tanganyika, a graduate student in political science at the University of California, Los Angeles;

DAVID HAMILTON, Southern Rhodesia, a graduate student in the African Research and Studies Program at Boston University.

#### WHO'S HERE THIS MONTH

In the U.S. on a program co-sponsored by the African-American Institute and the National Council of the YMCA is Emmanuel A. BOATENG from Ghana, Secretary of the Accra YMCA. He will attend the YMCA's Fellowship Orientation and Training Program.

The following are visiting the U.S. under the auspices of the International Educational Exchange Service, Dept. of State:

ETHIOPIA: Fabre Selassie BEIENE, Librarian of the Eritrean Government Library at Asmara; Mrs. Gabrou LEMMA SENADOU, Directress, Itegue Menen School, in Addis Ababa.

FRENCH WEST AFRICA: Amadou Mactar M'BOW, Minister of Education, Senegal; to study U.S. education.

GHANA: Geormbeeyi ADALI-MORTTY, organizer of adult education, University College of Ghana; William Yaw EDUFUL, Regional Information Officer, Ashanti.

KENYA: Lawrence J. KIBUI, Chief Sub-Editor, Baraza, Nairobi.



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